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Maine League of Women Voters

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THE VOTER



Vol. 8, No. 3 The League of Women Voters of Maine April 1991

CONVENTION '91

The 1991 State Convention will be held at Maine Maritime Academy, in Castine May 3-5. Plan to attend and enjoy a weekend in a beautiful coastal community while sharing a learning experience with League friends and leaders.

In addition to workshops, interesting speakers (members of Congress and a representative from National office) have been invited, and the unveiling of our proposed EPA grant we will be determining the course of League for the next two years.

On Friday, May 3, we have been invited to witness the departure of the Maine Maritime Academy Training Ship, State of Maine, which will depart for its training exercise the morning of the opening day of our State Convention. Tugboats, much mid-shipmen activity and families waving their farewells are part of the fanfare which accompanies the sailing. The State Board will meet from 1-4:00 p.m. All LWV members are welcome to attend that meeting, to participate in the film and discussion and to spend the night at the Academy. The convention session will begin on Saturday, May 4th, at 8:30 a.m. Registration and display set-up is at 7:30 a.m. Activities will continue all day including a banquet in the evening. On Sunday, the 5th, the day will begin with a Recognition Breakfast and conclude with the final session scheduled to end at 1:00 p.m.

MAINE MARITIME ACADEMY

MAY 3-5, 1991

JOTTINGS FROM JANE

It is with mixed emotions that I write my last *Jottings from Jane* column. My Presidency of the League of Women Voters of Maine is drawing to a close. There is a sense of relief in knowing that the League did not come to a crashing halt during my tenure and there are the anticipated free hours when I will be able to do as I choose. No longer will the phone wake me up after a late Council meeting with Keys to the Capitol emergencies, no longer will I hear the personal trauma that have been a part of so many League lives, no longer will the invitations come to represent the League at an important function, no longer will the judgment be mine if we should testify, join in a coalition or lobby a Senator. What will I do with that time? It has been fifteen years since I became active in the League of Women Voters. I can't imagine life without the League. The League has been an integral part of my life. As my children were growing up it gave me an outlet for my political interests. It taught me valuable skills and gave me confidence and knowledge. The League has introduced me to my closest friends. Members were with me when my husband died and saw me through those difficult days. They were also there to celebrate my election victories to the School Board and to the City Council. We have argued over the important issues of the day, laughed at our mistakes, and worked for our positions in the halls of the Legislature and in the Capitol in Washington. Truly, being in League and having the opportunity of being your President has been a tremendous experience and I thank you for the opportunity. What will I do with those empty hours, now that I am no longer President? I guess the only thing to do is to continue League work. So I may not be President, but I'll be there, just the way you are, working for Local, State and National Issues.

Pollution Solutions Conference second annual May 10, 1991 *Sonesta Hotel Portland, Maine**

As a founding member of the Chemicals in the Environment office of the University of Maine the LWVME is pleased to be co-sponsoring the second annual Pollution Solutions Conference, May 10, 1991 at the Sonesta Hotel in Portland. The League will be assisting with registration, facilitating break-out groups and Joan Saxe, Portland Brunswick President will be presenting a discussion of the new Waste Oil Recovery Project.

Other speakers will include, Carolyn Dann of Danna Duxbury Associates (Danna Duxbury is a Massachusetts LWV member), whose topic will be "Household Hazardous Waste: The problem and the Solution" and Harry Fatkin, of Polaroid who will talk about what his company is doing to promote toxics reduction in consumer products. A panel dealing with household hazardous waste in the present and the future will be comprised of Barbara Kelley of the Massachusetts Office of Technical Assistance, Sally Mansur of Region 1, EPA, Boston, and Sherry Huber, Portland LWV member and Director, Maine Waste Management Agency. Workshops will include topics such as, consumer strategies by Glen Angel, DEP, shopping alternatives by Jane Haskell-Coweles, business marketing strategies by Ted Brown, Hannaford Brothers and Lynwood White, Park's Hardware, Orono and household hazardous waste disposal by Guy Lambert, Clean Harbors, Portland.

Do come participate in the conference which will run from 9:00a.m. - 3:45p.m. at the Sonesta Hotel, Portland. CEU credits can be arranged. Lunch will be served. A registration fee of \$15 will be charged. It promises to be a really informative and interesting session!

CONVENTION

'91

PROPOSED 1991-93 PROGRAM

Convention '91 will adopt a State Program for 1991-93 as the final step in the program planning process that has involved every local League including MAL units and many MAL members.

The 1991-93 Proposed State Program has three sections, LWYMR Positions, new studies and State Program priorities, and is based on League program planning meetings across the state.

In the proposed Program's first section, all of the established state positions are proposed to be retained. Under State positions the LWYME Board also includes the Continuation of the School Library Study. While Leagues have completed the survey, the compilation of that material is still in process and we have not yet begun the consensus process.

PROPOSED STATE PROGRAM

1991-1993

ENVIRONMENTAL RESOURCES: Action to promote wise use & prevent degradation of water & air resources in Maine.

Air Quality: Support wise use & prevent degradation of air in Maine

Pesticides: Support pesticide control programs which include education, research, strong regulation & strict enforcement.

Water Quality: Support measures to strengthen DEP & support classification of Maine waters & funding of sewage treatment plants.

Land Use: Support for the development of comprehensive land use planning.

Farmland Preservation: Support strong farmland preservation at all levels when land-use changes are considered

Energy: Support energy policies that encourage conservation & efficiency, and renewable energy technologies.*

Nuclear Power: Support Maine's having authority to set stricter standards in nuclear power plants & have enforcement power concerning operation, worker & public protection, transportation, decommissioning & evacuation requirements

Food Irradiation: Oppose the sale or distribution of foods processed with radiation.

Low-Level Radioactive Waste Disposal (LWV-ME,NH,VT,RI): Support a regional compact which meets LWV criteria & development of single in-state site.

COUNTY GOVERNMENT: Support intermediary form of government, such as county government, between municipalities & the State

STATE GOVERNMENT:

Legislative Staff: Support additional staff.

Length of Terms: Support two-year terms for Representatives & four-year staggered terms for Senators.

Size of House: Support reduction from 151 to 100 seats.

EDUCATION FINANCE: support adequate & relatively equal funds on a per-pupil basis.

School Library Study: Study the results of the Maine State School Library survey.

*Wording changed to clarify position at 2/20/91 LWVME Board meeting

NEW STUDIES

The board reflecting the Local Leagues requests and have recommended two new studies: The Delivery and Financing of health care in Maine and Economic Conversion.

Focus of the Health Care Study: Evaluate public and private mechanisms for delivery and financing of health care in Maine.

The Scope: Examine the current status of and evaluate public and private alternatives for delivery and financing of health care in Maine including coverage, cost, funding, "rationing", strengths and weaknesses

Focus of the Economic Conversion Study: Evaluate public and private mechanisms for converting from a military to a peace time economy in Maine.

The Scope : examine how reduced military expenditure will affect military installations and private military related business in Maine and evaluate alternatives for converting them to civilian purposes. Existing studies related to the project will be reviewed.

State Program priorities, includes issues for concerted education and action during the next two years. The proposed priorities encompass the state issues of top concern to League membership statewide. All priorities focus on timely and critical issues and offer opportunities for education and action of our members and the public. The State program priorities to be adopted by Convention '91 for the 1991-93 biennium will guide the state board in setting the state advocacy agenda and citizen education priorities. In addition to ongoing Voter Education, the recommended priorities are:

ENERGY:

Support adoption of a non-polluting energy policy by increased conservation & expanded use of alternative technologies as energy sources.

*underlined wording changed to clarify position at 2/20/91 LWVME Board meeting.

Election Reform

Support reform of political campaign financing, ensure the public's right to know, combat corruption and undue influence, enable candidates to compete more equitably for public office, and to promote citizen participation in the political process.

RESOURCE PROTECTION

Action to promote wise use & prevent degradation of land, water & air resources in Maine.

GUIDELINES FOR LWVME MAL UNITS

A Member-at-Large (MAL) unit is, in effect a local league reduced to its simplest form.

A MAL unit may be formed by a group of MAL's with state board approval.

A MAL unit should have a president, vice-president, and a secretary/treasurer. As a creature of the state league, a MAL unit receives no income from membership, nor does it owe any state or national PMP. The total of each MAL's dues goes into the state league account, and the state pays the LWVUS per member payment for all MALs.

A MAL unit should hold at least 4 meetings per year.

A MAL unit is entitled to representation at state conventions and councils.

NOT-RECOMMENDED STATE PROGRAM AND PRIORITIES

Delegates may present for convention consideration priorities not included in the proposed State Program and Priorities. All the program and priority choices submitted by Local Leagues can be found following, including the rank given them by the submitting League and their score. See rules for Convention as to when they should be proposed and debated.

From state Positions:

- ___ Air
- ___ Pesticides
- 2 ___ Water
- ___ Land Use
- ___ Farmland
- 22 ___ Energy
- ___ Nuclear Power
- ___ Food Irradiation
- 3 ___ Radioactive waste
- ___ County Government
- ___ Legislative Staff
- ___ Length of Terms
- ___ Size of House
- 6 ___ Educational Finance

From National Positions with state implications:

- 7 ___ Campaign Finance
- ___ Gun Control
- 7 ___ Resource Protection
- ___ Access to Education
- ___ Access to Employment
- ___ Child Care
- ___ Prevention of Poverty
- 6 ___ Affordable Housing
- 5 ___ Transportation
- ___ Urban issues
- 6 ___ Reproductive Choices
- ___ Voter Advocacy
- 5 ___ Election Reform
- 3 ___ Recycling
- 2 ___ House Hazardous Waste
- ___ Hazardous Waste

Other New Possibilities (would require new study)

- 1 ___ Judicial system
- 1 ___ Prisons
- ___ Quality Education
- ___ Substance Abuse
- 1 ___ Taxes

other:

- 2 ___ Pesticides
- _____
- _____
- _____

Each League sent in the results of their program planning meetings and were scored: 1=5, 2=4, 3=3, 4=2, 5=1, 6=0, blank=0



By-Law Changes

Proposed by-law changes are recommended because of incorporation of the LWVME as required under Maine statute and elimination of language which is not gender neutral. Underlined sections indicate change (addition) and word in parentheses indicate omission.

Article III, Section 2(a)-- Add at the end "Each voting member shall have one voter on each matter submitted to a vote of the member by the Board or requiring a vote of the members under these By-laws."

Article III--- Add a new section 3 to read: "The Annual Meeting of the members shall be conducted through the Convention or Council procedure set forth in Articles VIII and IX below, as appropriate."

Article IV, Section 2-- Add at the end "The President shall also serve as the Registered Agent of the Corporation."

Article V, Section 1-- Change "The board of Directors of the League shall consist of the Officers, six elected directors and the Presidents of the local Leagues and (Chairpersons) Chair of the Member-at-Large Units and not more than (six) fourteen appointed directors, including the MAL Coordinator. The elected directors shall be elected by the Convention or until their successors have been elected and qualified. The elected members shall appoint such additional directors, not exceeding (six) fourteen, as they deem necessary to carry on the work of the League.

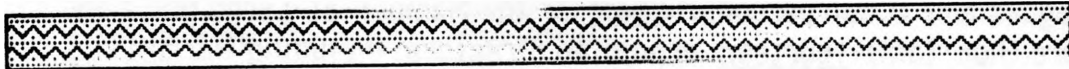
Article V--Add a new Section 8 entitled: "Informal Action by Board of Directors" to read "Any action required or permitted by law to be taken at a meeting of directors may be taken without a meeting if a consent in writing setting forth the action so taken is signed by all members of the Board of Directors."

Article VIII, Section 2-- Add at the end "Any member may attend the Convention as an observer."

Article IX, Section 2a--Add at the end "Any member may attend the Council as an observer."

Article XV-- Add a new Article to entitled: INDEMNIFICATION To read: The Corporation shall in all cases indemnify any person who was or is a party or is threatened to be made a party to any threatened, pending or completed action, suit, or proceeding, whether civil, criminal, administrative or

investigative by reason of the fact that he or she is or was a director, officer, employee or agent of the Corporation as a director, officer, employee or agent of the Corporation is or was serving at the request of the Corporation, partnership, joint venture, trust or other enterprise, against expenses, including attorneys' fees, judgments, fines, and amounts paid in settlement actually and reasonably incurred by him or her in connection with such action, suit or proceeding; except that no indemnification shall be provided for any person with respect to any matter as to which that person shall have been finally adjudicated in any action, suit or proceeding not to have acted in good faith in the reasonable belief that his or her action was in the best interest of the Corporation or, with respect to any criminal action proceeding, who had no reasonable cause to believe that his or her conduct was lawful or in fact believed such conduct to be unlawful. The foregoing rights of indemnification shall, in the case of the death or incapacity of any director, officer or other person, enure to the benefit of his or her heirs, estate, executors, administrators, conservators or other legal representatives."



***PROPOSED SLATE STATE BOARD
1991-93
OFFICERS***

PRESIDENT	Marion Holshouser
1st VICE PRESIDENT	Alvin Moss
2nd VICE PRESIDENT	Barbara Bowler
SECRETARY	Jean Smith
TREASURER	Madeline Brown

Elected Directors

Bonnie Anderson	Carol Fritz
Alice Conkey	Ruth Moss
Nellik Doble	LaRue Spiker

Elected Nominating Committee

Ruth Irwin, Chair	Marlee Turner
Jane Saxl	

LEAGUE OF WOMEN VOTERS OF MAINE

12 MOS BUDGET 7/1/91-6/30/92			
INCOME			
A. BALANCE FORWARD	:	0.00	:
B. LOCAL LEAGUE SUPP.	:	3000.00	: 13.26%
C. MEMBERS-AT-LARGE	:	3000.00	: 13.26%
D. FUND RAISING	:	5000.00	: 22.10%
E. PUB. SALES	:	3000.00	: 13.26%
F. INTEREST	:	300.00	: 1.33%
G. PROJECTS, PROGRAMS	:	0.00	:
1. DECALS	:	100.00	: 0.44%
2. SHIRTS	:	25.00	: 0.11%
3. TOTES	:	100.00	: 0.44%
4. OTHER	:	0.00	: 0.00%
H. STATE CONVENTION	:	0.00	: 0.00%
I. STATE COUNCIL	:	1000.00	: 4.42%
J. LWV ED FUND	:	6000.00	: 26.52%
K. OTHER GRANTS	:	100.00	: 0.44%
L. CONTINGENCY	:	250.00	: 1.10%
M. MEMBER CONTRIBUTION	:	300.00	: 1.33%
N. KEYS TO CAPITOL	:	300.00	: 1.33%
O. STATE SALES TAX	:	150.00	: 0.66%

TOTAL INCOME	:	22625.00	: 100.00%

EXPENSES

A. OPERATING COSTS	:	:	:
1. SUPPLIES, STAMPS	:	500.00	:
2. RENT	:	900.00	:
3. TELEPHONE	:	500.00	:
4. STAFF	:	200.00	:
5. TRAVEL	:	150.00	:
6. FINANCE CHARGE	:	100.00	:

TOTAL OPER COSTS	:	2350.00	: 10.39%

B. BOARD ADMINISTRATION	:	:	:
1. PRESIDENT	:	900.00	:
1A. 1ST VICE PRESIDENT:	:	100.00	:
1B. 2ND VICE PRESIDENT:	:	0.00	:
2. MEMBERSHIP	:	200.00	:
3. SECRETARY	:	100.00	:
4. TREASURER	:	100.00	:
5. PUBLIC REL.	:	150.00	:
6. NOMINATING COMM.	:	100.00	:
7. BUDGET/BYLAWS	:	100.00	:
8. BOARD WKSP/TOOLS	:	150.00	:
9. PRINTING	:	700.00	:

TOTAL BOARD ADMIN. : 2600.00 : 11.49%

C. CONFERENCES/DELEGATES

1. STATE CONVENTION	:	0.00	:
2. STATE COUNCIL	:	1800.00	:
3. PROGRAM	:	200.00	:
4. MISC EXPENSES	:	100.00	:
5. NAT'L CONVENTION/COUN:	:	3000.00	:
6. REGIONAL/OTHER	:	200.00	:

TOTAL CONFERENCES : 5300.00 : 23.43%

D. FUND RAISING

1. EXPENSES	:	1000.00	:
2. STIPEND (10% OF D)	:	0.00	:

TOTAL FUND RAISING : 1000.00 : 4.42%

E. AFFILIATIONS

1. LWVUS - MALS PMP	:	1700.00	:
2. OTHER (WLAC, NRC)	:	100.00	:

TOTAL AFFILIATIONS : 1800.00 : 7.96%

F. STATE VOTER

: 2000.00 : 8.84%

G. PROGRAM - STATE/NAT'L

1. STATE	:	500.00	:
A. ENVIRONMENTAL RESOUR:	:	0.00	:
B. LAND USE	:	0.00	:
C. FARMLAND PRESERVATIO:	:	0.00	:
D. ENERGY	:	0.00	:
E. NUCLEAR ISSUES	:	0.00	:
F. LOW LEVEL RADIOACTIV:	:	0.00	:
G. COUNTY GOVERNMENT	:	0.00	:
H. STATE GOVERNMENT	:	0.00	:
I. EDUCATIONAL FINANCE	:	0.00	:
2. NATIONAL PROGRAM	:	200.00	:
3. VOTER SERVICE	:	5000.00	:
4. PUB PRODUCTION	:	1000.00	:

TOTAL PROGRAM : 6700.00 : 29.61%

H. POSITION SUPPORT - ACTION

1. KEYS TO CAPITOL	:	300.00	:
2. POSITION PAPERS	:	0.00	:
3. ADVOCACY PRIORITIES	:	375.00	:
4. ACTION ALERTS & LOBBY:	:	200.00	:

TOTAL POSITION SUPPORT : 875.00 : 3.87%

GRAND TOTALS : 22625.00 : 100.00%

CONVENTION

91

WE WANT TO MAKE A RESERVATION FOR YOU
AT
MAINE MARITIME ACADEMY
FOR
THE LEAGUE OF WOMEN VOTERS OF MAINE STATE CONVENTION

MAY 3-5, 1991

Name: _____

Address: _____

Phone: _____

Local League: _____

ACCOMMODATIONS

_____ Friday Night:	_____ Double	Leavitt Hall
	_____ Single	Cost \$60
_____ Sat/Sun:	_____ Double	Cost \$50
	_____ Single	Cost \$120
		Cost \$100

MEALS

_____ Friday Dinner 6-7p.m.	Cost: \$8.50
_____ Saturday Breakfast 7-8a.m.	Cost: \$4.00
_____ Saturday Lunch 12-1p.m.	Cost: \$5.50
_____ Saturday Banquet	Cost: \$17.50
_____ Sunday Recognition Breakfast 8:45-10 a.m.	Cost: \$4.00
Five meal package	Cost: \$39.50
Registration Fee:	Cost: \$20.00

Checks for accommodations and meals should be made payable to: Maine Maritime Academy and
mailed to: Nellik Doble Brooklin, Maine 04616

HAZARDOUS WASTE GRANT

The LWVME is seriously being considered for a grant from EPA. This funding would establish a prototype waste oil recovery program in the Portland area. The state League has never received a substantial grant before, certainly not one from a federal agency. It has been and will continue to be a learning experience for all.

Many people improperly dispose of motor oil, pouring it down drains or even directly in the sewer. This project will try to educate people about the harm which can be done to our drinking water supplies and even to Casco Bay. The League will initiate an oil recovery program. We will provide oil collection sites, purchasing Igloos similar to the ones found in the Rhode Island program.

It is not enough to just collect the used oil the proposed program will demonstrate its potential uses. Oil burners which use waste oil will be purchased and in turn, installed in area businesses as an example of how recovered oil can be utilized.

As with any league program, education will be an important component. Literature will be developed and signs printed to inform the public about the hazards of improper oil disposal and others which indicate the correct disposals methods. Project personnel will conduct workshops for those interested in learning more about recovery of waste oil.

LWVME INC.

The League of Women Voters of Maine has become a corporation. The EPA grant for which the LWV has applied had to be accepted by an incorporated organization. Any such organization would have charged a 5-10% administrative fee. In typical League fashion, rather than waste money on administrative expense, the LWV decided to become incorporated. Helped by Bangor LWV member and attorney, Melissa Murphy, we have filed the appropriate forms with the Secretary of States office and will be recommending to Convention '91 the necessary changes in our by-laws. Now LWVME has entered the corporate world.

MAL Guidelines

cont. p. 5

From *In League*, 1989, pages 4-5:

"... While the structure and activities of MAL units vary greatly from state to state, all operate under the direction and guidance of the state board. Each state league decides how to organize these units and what types of program each can carry out...

The LWVUS board of directors has encouraged the participation of MAL units in national studies and member agreement procedures."

adopted by the LWVME State Board, May 6, 1990
All policies adopted by the State Board must be published in the *VOTER*

TRANSPORTATION IN MAINE: Options for a World at Risk

Highlights... of a February '91 Panel
Discussion
sponsored by the LWV-Portland Area

The first panelist was WAYNE DAVIS, of Train Riders Northeast, which is a citizens organization formed in '89 to bring modern, cost effective, fuel efficient, environmentally friendly transportation to Maine & northern New England. They believe it is time to move away from our dependence on highways & airways. In other countries, high-speed rail is replacing airports for trips under 500 miles. Europeans are committing over \$150 billion for rail improvements, because they have concluded that congested highways cost them 3.2% of GNP. A U.S. Dept of Transportation study found that we spend 1.6 billion hours/year sitting in traffic jams, wasting 114 billion gals of gas.

Mr. Davis pointed out the beneficial effects of rail service are: less fuel & pollution, more mobility for handicapped & elderly, less congestion & traffic accidents. Trains can help manage growth, relieving pressure to build more highways & airways that chew up farmland & areas of natural beauty.

- one 8-car train, Portland-Boston, with an average ridership, could relieve the roads of up to 600 cars.

- one 75-car freight train can relieve highways of 150-200 trailer trucks.

- 500 people could move by train, over a fixed distance, with as little as 1/8 the fuel it would take by auto.

An often mentioned argument against rail is that it would need to be subsidized. But Mr. Davis pointed out that we are subsidizing our highways & airways now. The Bush administration budget just submitted, is unfortunate in its priorities: for aviation: +16.7%; highways: +9.4%; mass transit: +2.1%; rail: -37.5%; Amtrack: -23.2%; Amtrack improvements to northeast corridor: -100% (\$0).

There are encouraging signs, however, that rail could be available, in Maine by June 1993. Maine's Legislature ordered a study of ridership, released last November, which concluded that there would be enough riders to make restored service possible. Senators Mitchell & Cohen are requesting that Amtrack conduct a study, by June '91, to determine the cost of upgrading trackage & purchase of new equipment. A petition drive, collected 56,000 signatures, which will place a referendum, called Passenger Rail Service Act, on the ballot next November. It is already known that the cost of track restoration & purchase of 2 train sets will cost Maine approximately \$40 million, which would allow 3 round-trips/day, Portland-Boston (the minimum level of service recommended). A better service scenario, providing 5-6 round-trips, would mean higher ridership, & require 3 trains.

DANA CONNORS, Commissioner of the Maine Department of Transportation, said that the policy of the last 35 years (primarily construction of the interstate highway system) is coming to an end. We have become dependent on autos for comfort, shaping our attitudes, lifestyles, where we work, live & shop. Demographics have changed densities, deregulation has opened markets & increased the number of trucks. Since the '50s, traffic has tripled, 85% of development in U.S. has taken place in suburbs, 80% of products move by highways. They are a lifeline of the economy & will still remain a centerpiece, particularly in Maine.

A national transportation plan is still evolving. President Bush has just sent his plan to Congress. Federal & state governments need to be partners with financial help, research on energy sources, high-speed rail & energy efficient cars.

Maine's current plan "Transportation: Year 2000" was developed by a citizen commission created by the legislature, and is required to be updated every 2 years. It seeks a balance; calls for modernizing & maintaining what we have; regional acceptance of plans; a recognition that highways move goods & enhance tourism; that 15% of road system be prioritized along with the Turnpike & an increase in van pools subsidized by

federal dollars. For rail, it calls for preserving, restoring, & acquiring lines; establishing a rail network (currently with Brunswick as a hub) & increased park & ride lots (from 1000 cars to 5000). Mr. Connors said few states have plans, particularly as rural as Maine to be looking at alternatives.

Regarding the Turnpike, Mr. Connors explained that the legislature voted to keep the Turnpike as a separate entity in '82, requiring some of its toll collections to be spent on other roads in the state (\$8.7 million this year). He disagreed that there are only 22 hours of congestion now. According to the state's classification system, there are 150 hours when the speed is slowed to 45 mi/hr or less. Pressed by a question from the audience, he said he doesn't oppose the Turnpike being part of the Dept. of Trans. in order to coordinate.

JANE ROOT, our "inspirational" LWV Moderator, pointed out some energy facts from a recent Worldwatch report:

- four decades ago ('50's), world oil consumption was 1/6 that of today & half of that was used in North America.

- the middle east currently controls 65% of the world's known reserves. The U.S. has 4% of global reserves but counts for 12% of current production.

- the average oil well in Saudia Arabia produces 9,000 barrels/day. The average in the U.S.-- 15 barrels/day. (editor's note: that's no typo folks.)

BROWNIE CARSON, said the Natural Resources Council of Maine has targeted transportation as a priority for the next decade. Our transportation network consumes nearly 2/3 of all oil used in Maine. U.S. daily transportation consumption exceeds our domestic crude production by 2 million barrels. Our total oil use is 17.3 million barrels/day--8 million is imported, 25% from OPEC countries.

Motor vehicles are the primary cause of unhealthful air pollution contributing well over half of the hydrocarbons & nitrogen oxides (smog). Standards are routinely exceeded in Maine & New England. In '88, there were over 1000 ozone violations in Maine--our most serious air pollution problem. Autos contribute nearly 1/3 of all carbon dioxide (greenhouse gas) pumped into the atmosphere. Seven of the warmest years on record have occurred in the decade of the '80s.

Brownie said, we have a great deal to learn from the Europeans, where the auto is not the primary mode of transportation, but mobility is as highly valued as here. The U.S. accounts for less than 5% of the world's population, we have 35% of the world's motor vehicles & we account for over 50% of the vehicle miles traveled. In the US, cars account for 82% of all trips; in Europe 40-50%. We subsidize public transit less & have lower gas taxes (Americans pay only 1/4 as much). Sales taxes on US vehicles averages 5%; in France - 33%, in Denmark 186%. Our policies result in sprawl & over-dependence on autos. We learned some lessons in the '70s but forgot them during the '80s.

The Natural Resources Council is one of the lead organizations (along with the LWV) in a coalition- Campaign for Sensible Transportation- working to pass the referendum in November, to stop the widening of the Turnpike & adopt a transportation policy for Maine. They favor putting a policy into law, much the same as has been done for solid waste & energy. The policy will promote increases in energy efficiency, reduced air pollution & provide mobility for all citizens. The goal: to provide transportation planning at the lowest total cost and most environmentally benign means. If approved, before significant highway construction could occur, the state would first have to pursue less environmentally damaging, lower cost, demand side solutions; encourage reduced reliance on single occupant vehicles (currently 75%), van pools, buses, & rail, where cost effective. The Turnpike could use peak hour pricing & offer reduced fare commuter passes for those that carpool.

Mr. Carson said we should increase our gas tax, currently at \$.25. Our five leading trading partners average \$1.84. Revenues should be used for research/-development on mass transit & health care cost of air pollution. Fuel efficiency standards increased to 42 mi/gal, would totally eliminate the need for imported oil. Technology is not the problem -- it takes political will. Maine should enact a gas guzzler rebate tax (rebated to purchasers of fuel efficient cars).

Carol Fritz, President
LWV-Portland Area

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